

**STATUTORY INSTRUMENT**  
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*dated 5th January, 2017*

THE SIERRA LEONE CIVIL AVIATION (AIRCRAFT AND MARKING),  
REGULATIONS, 2016

PART 4—AIRCRAFT REGISTRATION AND MARKING

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#### Part 4 – Implementing standards

##### Is 4.2.1.1 Certificate of aircraft registration

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*THE CIVIL AVIATION, 2008  
(ACT NO. 2 OF 2008)*

THE SIERRA LEONE CIVIL AVIATION, AUTHORITY(AIRCRAFT  
REGISTRATION AND MAKING) REGULATIONS, 2016

Short title

**PART 4—AIRCRAFT ACCIDENT—INCIDENT INVESTIGATION**

In exercise of the powers conferred upon it by section 82 of the Civil Aviation Act 2008, the Authority hereby makes the following Regulations=

**4.1 GENERAL**

*Note 1:* ICAO Annex 7 uses the term certificate of registration. For Part 4, the term certificate of aircraft registration is used to denote the same certificate as that is the term used by many States and further clarifies the certificate.

*Note 2:* Part 4 is written so that the owner of the aircraft is responsible for the aircraft registration, as contained in the Civil Aviation Act. The owner, or operator of the aircraft if different from the owner, is responsible for proper marking of the aircraft prior to operation.

**4.1.1—APPLICABILITY**

- (a) This part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the CIVIL AVIATION Act, 2008.
- (b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

#### 4.1.2-DEFINITIONS

- (a) For the purpose of Part 4, the following definitions shall apply:

(1) **Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

(2) **Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. The term "aircraft," when used under the Civil Aviation Act, 2008 or regulations shall refer to civil aircraft only, and shall not include State or public aircraft.

(3) **Airship.** A power-driven lighter-than-air aircraft.

(4) **Balloon.** A non-power-driven lighter-than-air aircraft.

(5) **Common mark.** A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency other than on a national basis.

(6) **Common mark registering authority.** The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency is registered.

(7) **Fireproof material.** A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

(8) **Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

(9) **Gyroplane.** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

(10) Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

(11) Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

(12) International operating agency. An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation Organisation.

(13) Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

(14) Ornithopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

(15) Powered lift. A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight

(16) Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(17) State of Registry. The State on whose register the aircraft is entered.

*Note:* Definitions in Annex 7 to the Convention on International Civil Aviation for common mark, common mark registering authority, international operating agency and ornithopter have been added to Part 4 but are not used.

#### **4.1.3-ABBREVIATIONS**

(b) There are no abbreviations used in Part 4:

### **4.2-REGISTRATION REQUIREMENTS**

#### **42.1-General**

- (a) No person shall operate a civil aircraft that is eligible for registration under the Acts of Sierra Leone unless it has been registered by its owner or operator under the provisions of the Acts of Sierra Leone and the authority has issued a certificate of registration for that aircraft which shall be carried aboard that aircraft for all operations.

- (b) The certificate of aircraft registration shall be in English.
- (c) The certificate of aircraft registration shall be issued by the Director-General of the authority in the form as contained in IS 4.2.1.1 and shall be of a size determined by the Director General of the Authority.

#### **4.2.2—Registration Eligibility**

- (a) An aircraft is eligible for registration if it is—
  - (1) Owned by:
    - (i) a citizen of Sierra Leone,
    - (ii) an individual citizen of another state who this act fully admitted for permanent residence in Sierra Leone
    - (iii) a corporation fully organised and doing business under the acts of Sierra Leone and the aircraft is based and primarily used in Sierra Leone or
    - (iv) a government entity of Sierra Leone or political subdivision thereof; and
  - (2) Not registered under the laws of any other State.

#### **4.2.3—Application**

- (a) A person who wishes to register an aircraft in Sierra Leone must submit an application for aircraft registration to the Director-General of the authority in a form and manner acceptable by the Authority. Each application shall—
  - (1) certify as to compliance with 4.2.1.2;
  - (2) show evidence identifying ownership, and
  - (3) be signed in ink.



- (b) upon an applicant meeting all requirements for registration, a certificate of registration will be issued by the Director General of the Authority.

#### **4.2.4–Aircraft Registry**

- (a) As subject to the Civil Aviation Act, 2008, subsection 31(1), the Authority shall maintain an aircraft registry showing for each aircraft registered Sierra Leone the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request, Sierra Leone will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Sierra Leone.

### **4.3–NATIONALITY AND REGISTRATION MARKS**

#### **4.3.1–Applicability**

- (a) This Subpart prescribes the requirements for the identification and marking of civil aircraft registered in Sierra Leone.

#### **4.3.2–General**

- (a) No person may operate a civil aircraft registered in Sierra Leone unless it displays nationality and registration marks in accordance with the requirements of this section. The letter or letters used to identify the aircraft nationality as of Sierra Leone shall conform to the requirements outlined in Annex 7 to the Convention on International Civil Aviation. This is to be followed by a series of numbers or letters assigned by the Director General of the Authority.
- (b) Unless otherwise authorised by the Authority, no person shall place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent codes.

**Note:** For reference to these codes see the currently effective International Telecommunications Regulations

(c) Permanent marking of aircraft nationality and registration shall—

(1) be painted on the aircraft or affixed by other means ensuring a similar degree of permanence;

(2) have no ornamentation;

(3) contrast in color with the background;

(4) be legible, and

(5) be kept clean and visible at all times.

#### **4.3.3—Display of Marks: General**

(a) Each owner shall display on the aircraft marks consisting of the roman capital letter(s) "9L" denoting nationality of Sierra Leone, followed by the registration mark of the aircraft in Arabic numerals, roman capital letters, or a combination thereof.

**Note:** The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union.

#### **4.3.4—Size of marks**

(a) Each owner of an aircraft shall display marks on the aircraft meeting the size requirements of this section.

(b) Height. The character marks shall be of equal height and on—

(1) Heavier-than-air aircraft shall be at least —



- (i) 50 centimeters high if on the wings, and
  - (ii) 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces;
- (2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters high.
- (3) Unmanned free balloons shall be determined by Director General of the Authority, taking into account the size of the payload to which the identification plate is affixed.

- (c) Width. Characters shall be two-thirds as wide as they are high, except the number "1" and the letter "I", which shall be one-sixth as wide as it is high.
- (d) Thickness. Characters shall be formed by solid lines one-sixth as thick as the character is high.
- (e) Spacing. The space between each character may not be less than one-fourth of a character width.
- (f) Uniformity. The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

#### **4.3.5—Location of marks on heavier-than-air aircraft**

- (a) The owner of a fixed-wing aircraft shall display the marks once on the lower surface of the wing structure as follows:
  - (1) They shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure.
  - (2) So far as is possible, the marks shall be located equidistant from the leading and trailing edge of the wings.

(3) The tops of the letters and numbers shall be toward the leading edge of the wings—

(b) On a heavier than air aircraft with a fuselage (or equivalent structure) and/or a vertical tail surface, the marks shall appear on either the vertical tail surfaces or the sides of the fuselage as follows:—

(1) If displayed on the vertical tail surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail.

(2) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabiliser.

(3) If engine pods or other appurtenances are located in the area described in paragraph (b)(2) and are an integral part of the aircraft, the marks may appear on those pods or appurtenances.

#### **4.3.6—Location of marks on lighter-Than-air Aircraft**

(a) Airships. The owner shall place marks on an airship to appear on—

(1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or

(2) The horizontal and vertical stabilizers surfaces—

(i) For the horizontal stabiliser, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and

(ii) For the vertical stabiliser, located on each side of the bottom half stabiliser, with the letters and numbers placed horizontally.

- (b) Spherical balloons (other than unmanned free balloons). The owner shall apply marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.
- (c) Non-spherical balloons (other than unmanned free balloons). The owner shall apply marks on each side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.
- (d) Lighter-than-air aircraft (other than unmanned free balloons). The owner shall apply side marks to be visible both from the sides and from the ground.
- (e) Unmanned free balloons. The owner shall apply marks to appear on the identification plate.

#### **4.3.7—Special cases for Size and Location of Marks**

- (a) If either one of the surfaces authorised for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the full-size marks shall be placed on the larger surface.
- (b) If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.
- (c) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this Part, the owner may apply to the Authority for a different procedure.

#### **4.3.8—Sale of Aircraft: Removal of Marks**

- (a) When an aircraft that is registered in Sierra Leone is sold, the holder of the certificate of registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Sierra Leone, unless the purchaser is a citizen or other legal entity as prescribed in 4.2.1.2(a)(1).

**1.1.2-Identification Plate Required**

- (a) The owner shall affix to each aircraft registered under the laws of Sierra Leone an identification plate—
- (1) Containing the aircraft type, Sierra Leone, serial number, marks of nationality and registration mark; and
  - (2) Made of fireproof metal or other fireproof material of suitable physical properties; and
  - (3) Secured to the aircraft in a prominent position, near the main entrance, or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.

**Note:** The registration mark (number) on the identification plate will need to be changed each time the aircraft registration changes.

**4.4-GENERAL CLASSIFICATION OF AIRCRAFT****4.4.1-GENERAL**

- (a) Aircraft shall be generally classified as follows:

Col.1	Col. 2	Col. 3	Col. 4
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				Free Balloon
			Non-power driven	
				Captive Balloon
		Lighter than air aircraft		
			Power driven	Airship
Aircraft				
			Non-power driven	Glider
				Kite
		Heavier than air aircraft		Aeroplane (landplane)
			Power driven (flying machines	Aeroplane (Seaplane)
				Aeroplane (Amphibian)
				Aeroplane(Self- Launching Motor Glider)
				Microlight
				PowerLight (Tilt Rotor)
				Helicopter
				Rotorcraft Gyroplane



#### **4.5-CATEGORIES OF AIRCRAFT**

##### **4.5.1-GENERAL**

(a) Aircraft categories shall be as follows:

- (1) Transport Category (Passenger)
- (2) Transport Category (Cargo)
- (3) Aerial Work Category
- (4) Private Category
- (5) Special Category

(b) The purposes for which an aircraft registered in Sierra Leone may fly are as follows -

- (1) Transport Category (Passenger): Any purpose.
- (2) Transport Category (Cargo): Any purpose, other than the public transport of passengers.
- (3) Aerial Work Category: Any purpose other than public transport.
- (4) Private Category: Any purpose other than public transport or aerial work.
- (5) Special Category: Any purpose, other than public transport, specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

#### **4.6-DURATION OF CERTIFICATE OF REGISTRATION**

##### **4.6.1-GENERAL**

(a) A certificate of registration shall remain in force until -



- (1) The aircraft is destroyed beyond economical repairs;
- (2) The aircraft is permanently withdrawn from service; and
- (3) The registration of the aircraft in respect of which such certificate of registration was issued, is cancelled by the Authority.
  - (a) The holder of a certificate of registration which has been cancelled by the Authority, shall surrender the certificate of registration to the Authority within 14 days from the date of cancellation.
  - (b) The Authority may cancel the registration of an aircraft for the following reasons:
    - (1) Involvement of the aircraft in an unauthorised carriage of arms and munitions of war.
    - (2) If the aircraft is permanently located elsewhere and the Authority is unable to effectively carry out surveillance activities on the aircraft, and there is no agreement between the country of location and the Authority for effective control of the aircraft under ICAO Article 83 bis.

#### **4.7—TRANSFER OF RIGHT OF POSSESSION OF AIRCRAFT**

##### **4.7.1—GENERAL**

- (a) If the holder of a certificate of registration desires to transfer to another person the right of possession of the aircraft, such holder shall apply to the Authority for the aircraft to be de-registered.
- (b) An application for registration by the person to whom the right of possession of the aircraft as referred to in subparagraph (a) if transferred, shall be made for re-registration of the aircraft in terms of this Regulation, if the applicant so desires.

- (c) Upon application by the person to whom the right of possession has been transferred, the same Registration marking may be assigned to the aircraft.
- (d) In this regulation, references to an interest in an aircraft do not include an interest in an aircraft to which a person is entitled only by virtue of his membership of a flying club.
- (e) Reference to the registered owner of an aircraft includes in the case of a deceased person, his legal personal representative, and in the case of anybody corporate which has been dissolved, its successor.

#### **4.8-DE-REGISTRATION OF AIRCRAFT ON CIVIL AIRCRAFT REGISTER**

##### **4.8.1-GENERAL**

- (a) A person who is the registered owner of an aircraft registered in Sierra Leone shall inform the Authority in writing of—
  - (1) Any change in the particulars which were furnished to the Authority for the registration of the aircraft;
  - (2) The destruction of the aircraft or its permanent withdrawal from use; and
  - (3) Termination of the lease agreement.
- (b) The Authority may, whenever it appears to it necessary or appropriate to do so for giving effect to this regulation or for bringing up to date or otherwise correcting the particulars entered on the register on a written notice to the registered owner, amend the register or cancel the registration of the aircraft, if it is satisfied that there has been a change in the ownership of the aircraft.

- (c) The Authority may, by regulations, modify the foregoing provisions of this regulation as it thinks necessary or expedient to provide for the temporary transfer of aircraft to or from the Sierra Leone register, either generally or in relation to a particular case or class of cases.
- (d) Nothing in this regulation shall not require the Authority to cancel the registration of an aircraft if in its opinion it would be inexpedient in the public interest to do so.
- (e) The registration of an aircraft which is the subject of an undischarged mortgage entered between parties shall not become void nor shall the Authority cancel the registration of such an aircraft pursuant to this regulation unless all persons shown in the Aircraft register as having beneficial interests in the aircraft have consented to the cancellation. However if it appears to the Authority that the registered owner has failed to meet the terms of the mortgage agreement entered into with the legal owner/lessor upon request by the legal owner/lessor to the Authority, the latter may have the aircraft removed from the Civil Aircraft Register.
- (f) The legal owners or its accredited representative may also submit an application for de-registration and their application shall be supported by the original copy of the power of attorney.
- (g) Application for de-registration shall be supported by the original copy of the certificate of registration appropriately endorsed by the registered owner.

#### **PART 4—IMPLEMENTING STANDARDS**

##### **4.2.1.1—CERTIFICATE OF AIRCRAFT REGISTRATION**

- (a) The certificate of aircraft registration issued by the Sierra Leone Civil Aviation Authority shall be as follows.

For SLCAA Use Only  
Only

Sierra Leone  
Civil Aviation Authority

For SLCAA Use

CERTIFICATE OF AIRCRAFT  
REGISTRATION

1. Nationality and registration mark      2. Manufacturer and manufacturer's designation of aircraft      3. Aircraft serial number:

4. Name of owner:

5. Address of owner:

6. It is hereby certified that the above described aircraft has been duly entered on the Sierra Leone Registry in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Act and Regulations of Sierra Leone

[SIGNATURE] .....

Date of issue: .....

For SLCAA Use Only.....

MADE this 14th day of *March, 2016*.

Leonard Balogun Koroma,  
*Minister of Transport and Aviation.*

FREETOWN,  
SIERRA LEONE